





## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "POWAN," .....2,338 tons .....Captain W. A. Valentine.  
 "FATSHAN," .....2,260 " ..... " R. D. Thomas.  
 "HANKOW," .....3,073 " ..... " C. V. Lloyd.  
 "KINSHAN," .....1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM," .....2,363 tons .....Captain H. D. Jones.  
 Departures from Hongkong to Macao on week days at 2 P.M.  
 Sunday Special Excursions leaving Hongkong at 9:30 A.M., and a second departure about 7 P.M.  
 Departures from Macao to Hongkong on week days at 7:30 A.M. On Saturdays a Second Departure about 7:30 P.M. On Sundays at 3 P.M. (See Special Express).

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons .....Captain T. Hamlin.  
 Service, temporarily suspended.

## JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," .....388 tons .....Captain J. Wilcox.  
 "NANNING," .....569 " ..... " C. Hutchart.  
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

## HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD &amp; SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th October, 1906.

JAVA-CHINA-JAPAN LINE.  
REGULAR THREE-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU	JAVA	Second half November	JAPAN	Second half November
TJILIWONG	JAPAN	Second half November	JAVA PORTS	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	First half December
TJIBODAS	JAPAN	Second half November	JAVA PORTS	First half December
TJIPANAS	JAVA	First half December	JAPAN	First half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to—

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375.  
 YORK BUILDINGS, 1st Floor.  
 Hongkong, 19th October, 1906.

## WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip .....\$50

These steamers have Excellent Saloon Accommodation, and are lighted by Electricity.

For further information, apply to—

BUTTERFIELD &amp; SWIRE,

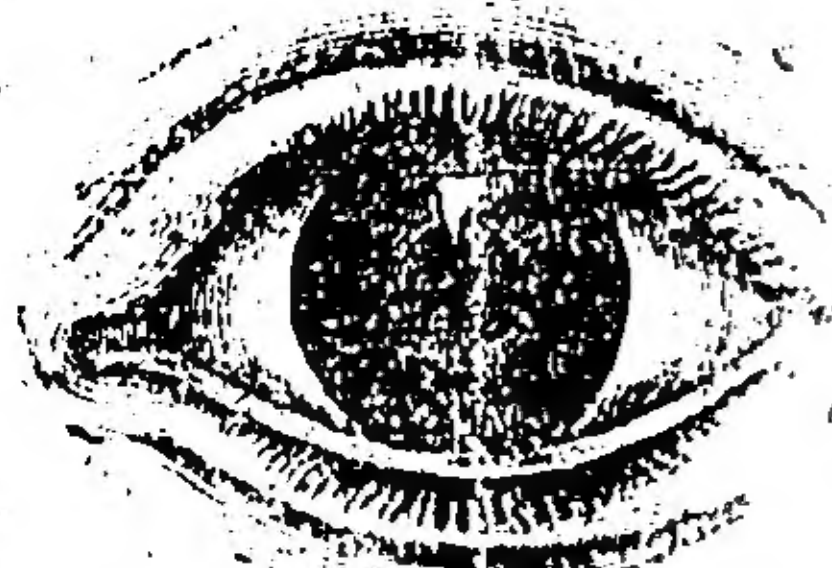
AGENTS,

WEST RIVER BRITISH S.S. CO.,

HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.  
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON.

CALCUTTA.

SHANGHAI.

88, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.  
 Hongkong, 27th November, 1905.

## Dentistry.

Dr. M. H. CHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,

37, DES VŒUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th July, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

phone, 1st July, 1905.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 11th November.
BUELOW	WEDNESDAY, 15th November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th November.
PRINZ RITEL, FRIEDRICH	WEDNESDAY, 23rd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.

ON WEDNESDAY, the 24th day of October, 1906, at Noon, the Steamship PRINZ LUDWIG, Captain F. von Bizer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 22nd October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 23rd October, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 23rd October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61.0.0	£42.0.0	£22.0.0
Return	91.0.0	63.0.0	33.0.0
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.0.0	44.0.0	24.0.0
Return	97.0.0	66.0.0	36.0.0
* TO NEW YORK VIA SUEZ:			
Via NAPLES, GENOA or GIBRALTAR	64.0.0	44.0.0	26.0.0
Return	115.0.0	79.0.0	47.0.0
Via BREMEN or SOUTHAMPTON	68.0.0	46.0.0	27.0.0
Return	123.0.0	83.0.0	49.0.0

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton, overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,  
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAVEN, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 13th November.
PRINZ SIGISMUND	3,302	TUESDAY, 11th December.

ON TUESDAY, the 13th day of November, 1906, at Noon, the Steamship WILLEHAD, Captain Ph. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28.-	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30.-	£20.-	£14.-	Return £44.-	£26.-
TO SYDNEY	£31.-	£23.-	£15.-	Return £45.10	£27.10
TO MELBOURNE	£34.10	£24.10	£16.-	Return £48.5	£28.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$120.00	\$120.
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$140.00	\$140.
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97.0.0
TO EUROPE VIA AUSTRALIA AND AMERICA	96.0.0
From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

For	STEAMERS	ABOUT
KUTCHINOTZU, YOKO- HAMA & KOBE	WILLEHAD	WEDNESDAY, 24th October, Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON	WEDNESDAY, 24th October.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BUELOW	WEDNESDAY, 7th November.

\* Reaching Yokohama in less than 6 days.

## TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co. or O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH or SOUTHAMPTON	£62.0.0
TO BREMEN	63.10.0
TO PARIS VIA CHERBOURG	65.0.0
TO NAPLES, GENOA VIA GIBRALTAR	65.0.0

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to—

MELCHERS &amp; CO.,

AGENTS,

Hongkong, 23rd October, 1906.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyor).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sootts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

## F. BLACKHEAD &amp; CO.

SHIP-CHANDLERS, SAILMAKERS,  
 COAL AND PROVISION MERCHANTS,  
 NAVAL CONTRACTORS,  
 AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,  
 ST. GEORGE'S BUILDING,  
 HONGKONG.

SOAP AND SODA MANUFACTURERS.

## SOLE AGENTS FOR

HARTMANN'S RAHTIENS GENUINE  
 COMPOSITION RED HANDBRAND,  
 HARTMANN'S GREY PAINT,  
 DAIMLER'S PATENT MOTOR LAUNCHES.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

J. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 19th March, 1905.

[41]

## GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask

ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag

ex Factory.

SHEWAN, TOMES &amp; Co.,

General Managers.

Hongkong, 2nd October, 1906.

[47]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid

and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN &amp; CO.

Hongkong, 10th January 1905

[62]

## FURNITURE WAREHOUSE.

## LI KWONG LOONG &amp; CO.,

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 35, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name:

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—  
 "We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON &amp; Co., Ltd.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 19th March, 1906.

[260]

## To Let.

## TO LET.

A FLAT and THREE ROOMS, near the Hongkong Bank, suitable for Offices. Moderate rental.

Apply to—

X. Y. Z.

C/o Hongkong Telegraph,

Hongkong, 17th October, 1906.

[1013]

## TO LET.

ONE GODOWN, at EAST POINT, close to the Water, suitable for the storage of any Cargo.  
 Floor Area 6,100 square feet.

Apply to—

JARDINE, MATHESON &amp; Co.

Hongkong, 15th October, 1906.

[1009]

## TO LET.

EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Vœux Road Central, (formerly occupied by Messrs. Shewan, Tomes & Co.)

Apply to—

HO TUNG,

Comptroller Department,

Jardine, Matheson &amp; Co.

Hongkong, 26th September, 1906.

[919]

## TO LET.



# Intimation.

## Powell's

### ALEXANDRA BUILDINGS.

## LADIES' FOOTWEAR.

Comfort, Elegance and Durability combined with MODERATE PRICES.

We have a Stock exceeding 2,000 pairs of Boots and Shoes and can suit all tastes and requirements.

## OUR SPECIAL SHOE

is the "VITWELL" which name is stamped on the waist of each Shoe.

## WALKING SHOES,

\$6.25 to \$13.00 pair.

## DRESSY SHOES

for afternoon wear, \$4.50 to \$18.50 pair.

## SMART SHOES

for evening wear, \$7.00 to \$18.50 pair.

INSPECTION INVITED.

**POWELL'S HONGKONG.**

Hongkong, 18th October, 1906.

# Intimations.

## K. A. J. OBTIRMALL & CO.,

### 8, D'AGUIAR STREET.

## NEWLY OPENED SILK STORE.

### Indian, Chinese and Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.  
GENTLEMEN'S SILK UMBRELLAS.  
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.  
SANDALWOOD BOXES (INLAID).  
HANDKERCHIEF BOXES, GLOVE BOXES.  
MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA SERONGS.  
MANDARIN COATS, COTTON SHIRTS.  
SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530]



MAGISTRACY.

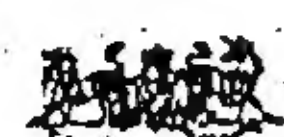
THE ANNUAL SESSION OF HIS MAJESTY'S JUSTICES OF THE PEACE will be held in the Justices' Room, at the Magistracy, on WEDNESDAY, the 14th day of November, 1906, at 2.30 P.M., for the purpose of considering applications for publican's and adjunct licences for the year 1906-1907, under Ordinance No. 8 of 1898.

Forms of application may be obtained at the Magistracy.

All applications must be forwarded to the Magistracy on or before THURSDAY, the 1st day of November, 1906.

H. H. J. GOMPERTZ, Police Magistrate.

Hongkong, 17th October, 1906. [1025]



SANITARY BOARD OFFICE, Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS AND VENTILATION BYELAWS (as amended), every Domestic Building, or part of such Building within the CENTRAL DIVISION of the CITY OF VICTORIA, and the WESTERN DIVISION of KAU-LUNG occupied by members of more than one family must be CLEANSED and LIMEWASHED THROUGHOUT by the owner during the months of September and October.

N.B.—The word "Throughout" used in this notice means that the Houses should be Lime-washed in respect of all the Walls of each Room and Staircase, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Back Yard should have its containing Walls Lime-washed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed but must be Cleaned.

The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverley Street on the West.

Kau-lung is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the north end thereof through the Yau-ma-tei service reservoir to the northern boundary of Kau-lung.

G. A. WOODCOCK, Secretary.

Dated this 2nd day of October, 1906. [1016]

# THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz.:

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commission makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order, W. BOWEN ROWLANDS, Secretary.

Hongkong, 6th July, 1906. [709]

# Consignees.

## HAMBURG-AMERIKA LINIE.

### THE H. A. L. Steamship

#### "SEGOVIA."

Captain Schöndfeldt, having arrived from Hamburg, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th October, 1906, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th October, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 19th October, 1906. [1030]

# HAMBURG-AMERIKA LINIE.

### THE H. A. L. Steamship

#### "SITHONIA."

Captain Bremer, having arrived from Hamburg, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th October, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th October, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 18th October, 1906. [1028]

# "INDRA" LINE, LIMITED.

## NOTICE TO CONSIGNEES.

FROM NEW-YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRAWADI" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 24th instant, at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

JARDINE, MATHESON & Co., Agents, Hongkong, 18th October, 1906. [1017]

# NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., *ex S.S. Mooltan*. From Australia, *ex S.S. China*. From Persian Gulf, *ex B.I.S.N. and B. & P. S. N. Co.'s Steamers*.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 24th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent, Hongkong, 18th October, 1906. [1014]

# BOSTON STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "GAWMUT," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents, Hongkong, 17th October, 1906. [1013]

# HONGKONG TYPHOON RELIEF FUND.

Mr. H. Hunter, the Hon. Treasurer, acknowledges with thanks the following subscriptions.

Already acknowledged, \$19,850.70

China Fire Insurance Co., 500

Balance of Contribution, European Community, Canton, 359.53

P. B. Petit & Co., 250

Sir Henry & Lady Blake, 200

A. M. Eschbayer, and subscription, 200

Soc. Fr. des Charbonnages du Tonkin, 200

Collection at Christian Science Service, 104

Proceeds of Concert at Wesleyan Church, Wauchai, 96.45

Chief Constructor Department, Naval Yard, 93.80

Proceeds of Organ Recital St. John's Cathedral, 62.07

Men of 19th Baluchis, 60.40

Collected at Memorial Service for the late Bishop of Victoria at Kiukiang, 42.40

Collected by China Mail Ltd., 37.60

A. Tillett, 21

Officers and Men, H.M.S. *Pam*, 18

F. A. Brown, 10

Collected by China Mail Ltd., 10

C. H. Grace, 10

E. H., 10

R. Hamming, 10

S. D. Sata, 10

D. T., 10

Collected by China Mail Ltd., 6

Capt. R. M. Rankin, 5

Hongkong College Misses' Association, Chinese Schools Society (2nd subscription), 2.70

Miss N. Stilwell, 2

Received from Medical & Sanitary Departments, \$50

Dr. Aikawa, 5

Dr. W. V. Koch, 5

W. B. N. Moore, 5

Frank Brown, 5

R. Chapman, 10

Sung Teng Kan, 10

Yeung Man Yuh, 1

Wong King Chi, 1

Tang Yau Wing, 2

Cheng Kam Ming, 2

Li Mim, 1

Tong Hok Ling, 1

Matron, Sisters and 3 Probationers Civil Hospital, 54

R. M. Watling, 2

M. Whyte, 3

A. J. Poole, 3

M. Lee, 3

J. Rygar, 2

T. S. Egerton, 2

Tang Po, 50

N. E. Cooke, 5

Wong Tai, 1

William Hunter, 20

C. M. Healey, 5

Law Lai, 5

G. A. Woodcock, 10

J. J. Bryan, 10

Alfred Carter, 10

P. T. Lambie, 5

Collected by Capt. Daniel on board P. & O. s.s. *Delta*, 227.50

C. L. Daniel, 10

T. F. Parker, 10

Chas. G. King, 10

Arthur J. Hughes, 10

Foo Chop Cheon, 10

Shum Hin Chun, 10

Gerald Summan, 10

Officers, 20

Officer Engineer, 20

Purser's Department, 10

F. Negre, 10

Miss Conkey, 10

C. Tornaghi, 10

J. H. Poulter, 10

D. Mallo, 10

G. Metcalf, 10

T. Hamilton, 10

B. F. West, 10

Mrs. Kay, 5

Rest of Company, 17

W. C. Adamson, 10

Gavin Ralston, 10

Ship's Charity Fund, 10

Collected by Malay Mail "Kwai Lumpur", 20

Typhoon, 50

E. N. Ferrers, 25

J. H. M. Robson, 25

Malay Mail Press Co., Ltd., 25

Dr. G. F. Leicester, 20

O.R.M.S.S. Somasundaram Chetty, 5

Singapore \$150, 154.12

The following amounts received from the Tung Wah Hospital, 1,910

H. E. Viceroy Ching Fy, 56,802.72

Chinese Merchants in Holo, 1,910

Chinese Merchants in Port Darwin, 1,794.40

Chinese Merchants in Sydney, 1,790.20

Chinese Merchants in Manila, 7,141.03

"Sheungpo" Newspaper Office's subscription list, 2 collections, 1,030.18

Chinese Merchants in Tientsin, 1,000

"Kwokso" Newspaper Office's subscription list, 2 collections, 716.50

Yu Hing Opium Firm's staff, 485

Chinese Merchants in Brisbane, 448.60

Chinese Restaurants, 385.75

Shuei Shin Tong Charity Institution, Canton, 3rd subscription, 355

Fung Tsau-son's subscription list, 275.60

Tang Che Koon's subscription list, 113.30

Ho Fook, 700

Luen Fat, Shanghai, 200

Po Hing Theatre, 110

Pig Guild, 110

Tang Lap Tung, 110

Lam Heng Lye, 100

Yow Cheung, 100

Cheng Hop, 100

Yuen-ching Hospital, Canton, additional subscription, 100

Shie Cheong Hong	80
Yu Kee Hong	80
On Wo Tai	80
Cheong Wing	80
On Luong	80
Yee On Cheong	60
Tung Fook Tai	60
Chan Shin Yee	60
Tung Shin Tong Charity Institution, Singapore	5,000
Canton Merchants at Kobe	2,000
Chinese Merchants at Weihaiwei, additional	500
Lee Cheong	60
Yee Woo	60
Comptroller of Deutsch-Asiatic Bank	60
Comptroller of Wm. Meyerink & Co.	60
Leo Kee	60
Cheong Hing	60
Yee Tai	60
Kwong Hup Loong	60
Yu Sang Yuen	60
Hong Yick	60
Kwong Yick Loong	60
Shun Shiu Mui	60
Man Cheong Tong	50
Man On Tong	50
Kut Cheong Hing	50
Kwong On Wo	50
Po On Loong	50
Chu Yik Kee	50
Kwan Ho	50
Kwong Hang Hing	50
Hung Sheung	50
Fat Kee & Co.	50
Hang Tai Cheong	50
Kwong Ho Cheong	50
Kwong Loong	50
Wing On Cheong	50
Tin Wo Tong	



## Intimation.



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WINE AND SPIRIT MERCHANTS,

AGENTS.

Hongkong, 17th October, 1906.

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## NOTICE.

All communications intended for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Lee House Road, and  
should be accompanied by the Writer's Name and  
Address.  
Ordinary business communications should be addressed  
to The Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

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world is 30 cents per quarter.  
Single Copies. Daily, ten cents; Weekly, twenty-  
five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 23, 1906.

## ANOTHER CANTON RUMOUR.

The Yuet-han railway may not be an under-  
taking of world-wide importance but, it is  
certainly fruitful of remark and comment.  
When the new company was formed it was  
decided that the work should be carried out  
by Chinese labour as well as Chinese capital  
alone. With that object in view a Chinese  
engineer who had received his technical  
education in America was appointed to  
superintend the construction of the line.  
Prior to this the British Government had  
granted a loan whereby China was enabled  
to secure the redemption of the Canton-  
Hankow line from foreign concessionaires,  
but under the terms of that loan China  
pledged herself, in the event of deciding to  
utilise foreign assistance, to give the preference  
to an Englishman. Shortly after the  
Chinese engineer, who had been employed on  
the Tientsin-Peking line, arrived at Canton  
it was bruited abroad that the Yuet-han  
Railway Company was resolved to engage  
the services of a foreigner as assistant en-  
gineer, and it was also rumoured that a  
Belgian was to be appointed to the post.  
The British Charge d'Affaires at Peking  
protested in the name of the British  
Government against this obvious attempt to  
violate the terms of the loan agreement,  
and the question of appointing a Belgian  
engineer was dropped. The next move  
was to apply to America for an engineer. It  
was reported that the president of the Com-  
pany had sent a telegram to a certain Mr.  
Smith asking what salary he would require  
if appointed assistant engineer on the Yuet-  
han railway. Mr. Smith modestly replied  
that all he wanted was \$25,000 gold per an-  
num, and a five years' engagement. Ap-

parently that moderate estimate flattered the  
hearts of the Yuet-han Company's directors,  
for we have heard no more about it, one way  
or the other. Now another story is current  
to the effect that an American engineer has  
been appointed to the coveted position at a  
salary of \$5,000 gold a year, and he is de-  
scribed as a first-class and capable man. He  
must be a scrupulously-constituted individual who  
can describe himself as a first-class engineer  
who is prepared to leave the land of railways,  
with all its opportunities of advancement  
and preferment, for a modest \$750 Mex. per  
month. When the Americans were at work  
on the Canton-Hankow railway they paid  
that sum for practically unskilled labour.  
An American engineer of any ability what-  
ever can always find a situation in the United  
States at a salary equal to that offered to  
this so-called first-class and capable man.  
The fact is we are inclined to believe this  
latest report to be a *canard* pure and simple,  
but it shows how bent the directors of  
the Yuet-han Railway Company are sup-  
posed to be on securing the services of a  
foreign engineer to supervise the work of  
constructing the line to Hankow. The  
most noteworthy feature of all these rumours  
is that in no case is it suggested that an  
Englishman should be engaged, or that the  
terms of the loan agreement should be re-  
cognised.

## AN AMBASSADOR'S DUTY.

Times have indeed changed when a British  
Ambassador expresses the conviction  
that it is his bounden duty to advance to the  
utmost of his ability the trade interests of  
British merchants in the country to which  
he has been accredited. It is not so very  
long ago since the diplomatic service was  
regarded as a preserve for the younger sons  
of the nobility, and appointments went by  
favour. Innumerable stories of the casual  
favours in which attaches, ministers and am-  
bassadors held the nature of their duties  
are extant; the whole purpose of these  
diplomats was to be favourably known among  
a certain section of the community, to appear  
at all the routs, functions and ceremonies  
which took place within the territory of the  
embassy to which they were attached, and to  
enjoy life at the expense of the nation.  
Nothing so vulgar as trade entered their  
heads, and, indeed, nobody expected them  
to have any knowledge of the necessities of  
commerce. If a merchant should write ask-  
ing what outlet there was for the particular  
goods manufactured by him, he was curiously  
told to apply to the consular authorities.  
Then if the merchant persisted in his in-  
quiries at the consulate the consul would, in  
all probability, hand the letter to a junior  
clerk who, more often than not, was a native  
of the country and had no desire that a  
Britisher should profit at the expense  
of his own countrymen. The result of it all  
was that the merchant got no satisfaction  
and finally desisted from his efforts to dis-  
cover new markets for his manufactures. In  
a very few places there is the same dis-  
inclination on the part of consuls or ministers  
to foster the trade of England, but they are  
becoming few and far between. It is more  
and more being realised that embassies,  
legations and consulates are not established  
for show or social functions, that the real  
object of their being is to protect and  
assist their nationals, to furnish all the  
information in their power regarding the  
prospects of trade, and generally to act  
as official commercial agents for the  
country they represent. At the banquet  
given to Sir Claude Macdonald, the British  
Ambassador to Japan, by the British Associa-  
tion of Japan reference was made to an ad-  
dress which had been delivered by one of the  
speakers at the inaugural meeting of the As-  
sociation, in the course of which the speaker  
said that he remembered the time when the  
British representatives thought it was more or  
less *infra dig.* to take any special interest in  
matters affecting trade, Sir Claude hastened  
to say that times had changed. It was a  
genuine pleasure to him to push the interests  
of British trade and commerce, and he added,  
significantly, that "if he did not do his duty  
in that respect he would soon hear of it from  
the Government of His Majesty." That is  
undoubtedly the right spirit, for after all in  
these days of telegraphs when the wires reach  
every civilised portion of the globe, the repre-  
sentatives at the various courts are little more  
than figureheads. It is not they who settle  
matters of international importance. Their  
duty mainly consists of advising their  
governments of the attitude of the states to  
which they have been appointed, and  
suggesting the measures best calculated to  
subvert the machinations of rival powers.  
When the time comes for action it is the  
foreign minister at home who appears on  
the scene. The minister or ambassador  
may press his views on the statesmen in the  
country where he temporarily finds a  
habitation, but in the final event he is not  
the supreme arbiter of destiny that he was  
supposed to be in former days. Much of  
his power in this respect having therefore  
been withdrawn, the representative of a  
country is expected to be more useful than  
ornamental. His duty, while upholding the

dignity of his sovereign and the honour  
of his country, is to advance by every  
legitimate means the commerce of the  
people he represents. The Germans were  
probably the first to recognise that an  
embassy as well as a consulate should  
be above all things a bureau of trade  
information, and the Americans, following  
on that idea, have brought the system down  
to a science. British consular and diploma-  
tic officials are gradually realising the real  
purpose of their existence, and there can be  
no doubt that much valuable assistance is  
being provided by these commercial scouts.  
Whether it would be possible for any am-  
bassador to advance in any marked degree the  
trade of Great Britain with Japan need not  
be discussed, but certainly he can protect  
British interests and watch that merchants  
of other nationalities are not favoured at  
the expense of British traders. At the pre-  
sent day, with competition abounding on all  
sides, the ambassador who recognises his  
duty in those respects has no mean task, and  
it is satisfactory to read that Sir Claude  
Macdonald thoroughly appreciates the im-  
portance of his office from that standpoint.  
Perhaps his undoubted popularity with the  
leading British firms in Japan may be at-  
tributed in some measure to his consistent  
support of their interests in Dai Nippon.

## LOCAL AND GENERAL.

A FULL report of the Criminal Sessions to-day  
will be found on page 7.

THE English mail of the 22nd September was  
delivered in London on the 20th inst.

A LIST of subscriptions to the Typhoon  
Relief Fund is printed on the third page.

THE Shanghai Dock Co. secured the contract  
for repairing the British torpedo-boat-destroyers  
*Prize* and *Janus* which were docked at the  
International Dock on the 18th inst.

THIS morning the s.s. *Kishan* was towed  
round from Kowloon Bay to Aberdeen, where  
she will be drydocked and an examination  
made to ascertain the extent of her damage,  
if any.

"THAT is an Irish case, I see," said his Honour  
the Chief Justice at the Criminal Sessions, this  
morning, in reference to a case cited by the  
Hon. the Attorney-General. "Yes," said Sir  
Henry Berkeley, "it is Irish, my Lord, but it is  
good, sound law for all that!"

In connection with the forthcoming Arts and  
Crafts Exhibition, we are asked to mention that  
the superintendent of Class 11—paintings, &c.—  
would be glad if intending exhibitors in that  
Class will bear in mind that the latest date  
for sending in exhibits to the City Hall is 5  
p.m. on Friday, the 26th inst.

THE captain of the s.s. *Indra* was sum-  
moned at the Police Court this morning, be-  
fore Mr. F. A. Hazland, at the instance of  
Sergeant Ais, for failing to attach rail flanges  
to his hawsear while his vessel was alongside  
the Standard Oil Company's wharf, at Kennedy  
Town, on the 19th inst. The charge was  
admitted and a fine of \$5 imposed.

We have received from the agent in Hongkong  
for the Hamburg-America-Line several pam-  
phlets and circulars descriptive of the winter  
travels which have been arranged from New  
York. Fortunately, indeed, those who be-  
lieve in a position to take advantage of any of  
the tours in question, for they embrace every  
port of the world and the cost is uniformly  
moderate.

LAI Chow Kwai, the master of a licensed cargo  
boat, was apprehended in the western fairway  
yesterday afternoon. Police-sergeant Ais  
boarded the boat and discovered that the cargo  
of kerosene oil which he had on board was not  
covered with a serviceable tarpaulin. Taken  
before Mr. F. A. Hazland, this morning, at  
the Police Court, the master admitted the  
offence and a fine of \$15 was imposed.

"I HAVE been sick in hospital for some time,  
your Worship, and the first drink I had yester-  
day took effect on me," said Michael Carey,  
at the Police Court this morning. He was  
charged with being drunk and incapable in a  
shop at No. 13 D'Aguiar Street, yesterday.  
"Are you destitute?" inquired Mr. Comper-  
t. "Not at all," replied the defendant. "I have  
no money on me now," he explained, "but I  
have some in the bank." He paid a fine of \$4.

A master of a licensed fishing junk came  
before Mr. H. H. J. Comper, at the Police  
Court this morning, on a charge of using his  
fishing junk for other purposes than fishing,  
and also for being in unlawful possession of a  
quantity of copper. "I was only dredging,  
your Worship," said the accused in answer to  
the charge, "and I picked up the copper."  
"You find a lot of things while dredging,"  
replied his Worship. "Pay a fine of \$5 on each  
charge. Ten dollars in all."

"It is a pity that a lad like you should get into  
these bad ways." Such were the remarks  
uttered by Mr. H. H. J. Comper, at the Police  
Court this morning, when ordering Albert  
Hanson, nineteen years of age, to pay a fine  
for committing a breach of the rules of the  
Sailors' Home. Charles Gould, assistant  
superintendent of the Sailors' Home, was the  
complainant. The charge against Hanson was  
that of attempting to smuggle into the Home,  
yesterday afternoon, a bottle of gin. The  
youth admitted the charge. Hearing that  
accused, on previous occasions, had appeared  
as defendant in police court cases, caused  
his Worship to pass the remarks which open  
this paragraph. Defendant was fined \$10,  
and was bound over in the sum of \$50 to be of  
good behaviour for three months.

## SIR CLAUDE MACDONALD

RECEIVED WITH MILITARY HONOURS.

As soon as the *Prince Ludwig* arrived in  
port this morning Captain Colman, A.D.C.,  
representing His Excellency the Governor,  
Sir Matthew Nathan, K.C.M.G., went off to that  
vessel to receive and welcome His Excellency  
Sir Claude Macdonald, British Ambassador to  
the Court of the Mikado, who is now on his  
way home on leave, accompanied by Lady Mac-  
donald and their two young daughters. Cap-  
tain Colman then accompanied the distinguished  
visitors to Blake Pier, where a guard of  
Honour from the West-Ends was drawn up,  
with their Band, in readiness to receive His  
Excellency Sir Claude Macdonald. As he  
stepped ashore the Band played the opening  
bars of the National Anthem, the guard pre-  
sented arms. The party then entered the  
chairs awaiting them and proceeded to Govern-  
ment House, where they were received by His  
Excellency the Governor. After a short stay  
there the party proceeded to the Peak, return-  
ing later to lunch informally at Government  
House. In the afternoon they returned on  
board to continue their voyage homeward. A  
number of prominent officials assembled at  
Blake Pier to receive the distinguished travel-  
lers, comprising for the most part the members  
of the Legislative Council.

FETTERED AND FRANKED IN JAPAN.

Before leaving Tokio, Sir Claude and Lady  
Macdonald had many evidences of the regard  
and esteem in which they are held by the Em-  
peror of Japan, the nobles, and the British  
community. Sir Claude was entertained at a  
series of banquets and receptions which must  
have taxed him sorely, but his genial nature  
and ready bonhomie carried him successfully  
through the ordeal.

GIFTS FROM THE EMPEROR.

The Emperor gave the British Ambassador  
and Lady Macdonald a farewell audience, at  
the conclusion of which the departing diplomat  
and his consort were received in audience by  
the Empress in the Kiri apartment, and subse-  
quently they were entertained at luncheon in  
the Home-deu by Their Majesties the Em-  
peror and Empress. The presence of Her  
Majesty at such a function, it may be noted,  
was quite without precedent. Among the  
other guests at the luncheon were Princess  
Arisu-gawa, Prince and Princess Yamashima,  
Marquis Saionji (the Prime Minister), Marquis  
Tokudomi (Grand Chamberlain), and Viscount  
Hayashi (Foreign Minister).

It is stated that in the course of the proceed-  
ings at the Palace, the Emperor and Empress  
presented Sir Claude and Lady Macdonald  
with a work of art of great value. It is also  
announced that the Emperor and Empress  
have granted Their Majesties' portraits to Sir  
Claude and Lady Macdonald. The Imperial  
photographs were signed by Their Majesties.

TIFFIN WITH THE BRITISH ASSOCIATION.

The newly-formed British Association of  
Japan also entertained the Ambassador at tiffin  
in the Oriental Palace Hotel, Yokohama.  
Some fifty members of the Association were  
present, the chair being occupied by Mr.  
Montague Beart, president of the Association.  
After honouring the toasts of King Edward and  
the Emperor of Japan, the chairman proposed  
the health of Sir Claude Macdonald in a  
warmly eulogistic speech. In his Excellency  
they had found the very essence of ability,  
tact and courtesy. Approachable to all, His  
Excellency, in his exalted position, had made it  
clear during his residence in Japan that he  
took the keenest official and personal interest  
in all matters which made for British trade  
and British influence (applause). The merchant  
and the private resident with a real or an im-  
aginary grievance would often be disappointed  
because the wheels of diplomacy ran so slowly,  
but in their experience there, he was sure, they  
were agreed that if there were any lack of  
speed due to the cumbersome machinery, it was  
no way attributable to the absence of energy  
in their present Ambassador.

BRITISH TRADE AND COMMERCE.

In acknowledging the compliment, Sir Claude  
made a most engaging and humorous speech.  
In the first place he dealt with the duties of an  
ambassador representing the trade interests  
of his country and his remarks in this con-  
nection are worthy of quotation. He said:—  
"It is a source of great gratification to me that  
during the six years I have been British repre-  
sentative in Tokio I have been enabled to keep  
up such close and friendly relations with the  
British community in Yokohama (hear, hear).  
One of the speakers at the inaugural meeting  
of the British Association of Japan mentioned  
that he remembered the time when both the  
British Government and the British repre-  
sentatives thought it was more or less *infra dig.*  
or acted as if they did not take any special in-  
terest in matters affecting British trade, espe-  
cially those affecting firms personally. I have  
a high opinion of that particular speaker, and  
therefore I take his words as gospel—I assure  
him, and you, gentlemen, the times are changed.  
It is a very real and a very genuine plea-  
sure to me to push the interests of British trade  
and commerce for all I am worth (hear, hear  
and applause), and I can also assure you that  
if I did not do my duty in this respect I should  
soon hear of it from the Government of His  
Majesty. I think I can safely say that there is  
not a single firm or banking institution repre-  
sented here to-day with which I have not had  
pleasant relations and done my best to help  
when they have come to me.—(applause)."

THE SCOT AGAIN.

He related a funny story about an English-  
man and a Scotman. The Scot helped the  
Englishman out of a tight place whereupon  
the latter said: "If ever you are in trouble  
come to me and if you are in the right I will  
pull you through." "Oh! damn the right!"  
said the Scot. "It is when I am in the wrong I  
am wanting the help."

"A DECENT SORT OF MAN."  
Continuing in that happy vein, the Ambassa-  
dor remarked that some people thought he  
and others in his position had nothing to do;  
that, as some witty person had said, they were  
sent abroad to lie for their country (at which  
there was much laughter)—but that was unkind

and untrue. He quoted a couple of verses  
which had been composed by a military attaché  
in confusion of the "no work" allegation, the  
second of which ran—  
There are others who are bent upon decrying,  
The diplomatic body of Japan,  
When the diplomat is not engaged in lying,  
He really is a decent sort of man!

A PLEA FOR PATRIOTISM.

Sir Claude expressed approval of the objects  
of the Association and proceeded to support  
the recent remarks of Lord Roberts that every  
Briton should be prepared to stand up for his  
country in time of need. He was entirely at one  
with Lord Milner, who was an out and out be-  
liever in the doctrine that "a great nation  
should rely for its protection upon its whole  
manhood and not upon a limited professional  
class," and he agreed with him that "a people  
prepared to undergo trouble and face danger  
by personal service would outstrip, not only in  
war but in peace, the efforts of nations who  
refuse to make similar sacrifices for their coun-  
try's good."—for undoubtedly this personal  
service developed qualities of discipline, or-  
der, method, and a sense of duty to one-  
self, duty to one's employers—qualities as  
useful in business as in any other walk  
of life. In the matter of this training  
he spoke feelingly, for, as some of them  
new he was in a tight place in Peking.  
The material was there, the fighting spirit was  
there, the British pluck was there, but the  
training was not. Consular students, young  
bank clerks, business men were there, but out  
of the 22 or 23 volunteers only about seven of  
them could load a gun. Before the siege was  
over, those fellows fought like veterans and  
died like men.

The members of the British Association  
cheered themselves hoarse over the Ambassa-  
dor's speech.

THE FINAL RECEPTION.

At the same time Mrs. James Walker was  
entertaining Lady Macdonald to tiffin, after  
which there was a reception, and all Yokohama  
came to bid Sir Claude and Lady Macdonald  
bon voyage.

A PRESS TRIBUTE.

In an editorial, the *Kobe Herald* said:  
"The services which Sir Claude Macdonald  
has rendered to his country by the admirable  
manner in which he has represented his Sov-  
ereign during a singularly important period in  
the relations of the two Empires are too  
thoroughly known to his nationals, as well as to  
his host of Japanese friends, to call for exten-  
ded reference, the more especially as it may be  
hoped that he will yet be able to add to his re-  
cord many further valuable achievements in  
the cause of Anglo-Japanese friendship. It  
will suffice, therefore, to echo the wish of the  
President of the British Association, that Sir  
Claude's leave of absence could be accompanied  
with the stipulation that he must return to his  
duties in this country."

THE ACTING BRITISH REPRESENTATIVE.

Mr. H. C. Lowther, Councillor to the British  
Embassy, who will act as Chargé d'Affaires  
during Sir Claude's absence, has been re-  
ceived by the Emperor and Empress, as were  
likewise Mrs. Lowther and the Naval Attaché  
to the Embassy.

AT SHANGHAI.

On arrival of the German mail steamer  
*Prinz Ludwig* in the Yangtze, Sir Pelham  
Warren and Mr. S. Barton went down to  
Woo-sung to meet Sir Claude Macdonald, and  
accompanied him on the *Victoria*, which was  
specially detailed to bring the party up to  
Shanghai. As the *Victoria* came alongside  
the jetty Mr. Henry Keswick went on board to  
welcome his guests. Sir Haviland de Saus-  
marez, Mr. James McKie, the officers of the  
British warships in port, and several of the  
staff of the British Consulate were also present.  
A guard of honour of bluejackets from H. M.  
S. *Cadmus*, was drawn up on the Bund. After  
instructing them, Sir Claude accompanied by  
Lady Macdonald entered a carriage which  
was in waiting, and escorted by a detachment  
of mounted police drove to Ewo, where they  
were the guests of Mr. H. Keswick during  
their stay in Shanghai. A large number of  
spectators witnessed the arrival of the Am-  
bassador.

## IMPERIAL CLEMENCY.

AMBASSADOR MAY MOURN HIS MOTHER.

Peking, 15th October.

He mother of His Excellency Sir Cheng  
Tung Leung Sheng, Chinese minister to the  
United States of America, having died here on  
the 11th inst., His Majesty the Emperor of  
China has granted His Excellency special per-  
mission that he may mourn his loss in the  
United States, instead of returning to China for  
the purpose. This special permission is necessary  
under the circumstances, as according to  
the laws of China no official while actually fill-  
ing an official position may mourn any bereave-  
ment without such special permission.

KWOK Yung Wong, an engineer, on board the  
steam launch *Li Lung*, formerly employed as a  
motorman in the Electric Tramway Com-  
pany, figured in the dock at the Police Court  
this morning, as defendant in an assault case.  
The complainant was Pan Tung, tramway con-  
ductor No. 17. Kwok yesterday boarded a  
tramcar at Kennedy Town and paid his fare to  
Whitty Street. Arriving there the conductor  
told him to leave the car or else pay an addi-  
tional fare. Kwok did neither. "Look here,"  
defendant is quoted as saying, "leave me alone  
and you are all right. Meddle with me and  
you'll get 'fixed.' Do you see?" The con-  
ductor did see. When the car got to Bowring-  
ton Canal, the complainant again approached  
defendant and told him to get off as the car was  
returning to the shed for repairs. Defendant  
left. Soon afterwards he met complainant at  
Causeway Bay, and approaching him, struck  
him with an iron hammer. His arrest follow-  
ed. The complainant could show no marks to  
substantiate his story that he was struck with  
the hammer. "If I thought you had used that  
hammer on the complainant," said his Wor-  
ship, "I would impose a heavy sentence on you. You will now pay a  
fine of \$5."

## TELEGRAMS.

"HONGKONG TELEGRAPH"  
SERVICE

SHANGHAI ROBBERY CASE.

BRITISH SUBJECTS SENTENCED.

ALLEGED ACCOMPLICE ACQUITTED.

[From Our Own Correspondent.]

Shanghai, 23rd October,

11 a.m.

The two British subjects G. Rosser  
and E. C. Ellaby, who were arrested  
on a charge of stealing jewels and  
valuables from a native jewellery  
establishment in Yunnan Road on  
the 4th inst., were arraigned for trial  
to-day.

The indictment alleged robbery  
without violence.

Both prisoners pleaded guilty to  
the charge.

Rosser was sentenced to three  
years' imprisonment and Ellaby to  
two years' imprisonment both with  
hard labour.

Killian, who was alleged to have  
been an accomplice of the prisoners,  
was acquitted.

## FLOATING MINE DISASTER.

RUSSIAN SHIP SUNK.

TWO HUNDRED CHINESE MISSING.

[From Our Own Correspondent.]

Shanghai, 23rd October,

11 a.m.

While a Russian steamer was  
emerging from Assuri Bay, on Satur-  
day, she struck a floating mine and  
sank immediately.

Two hundred Chinese passengers  
are missing.

## THE S.S. "SOROGON."

SOLD TO THE DOCK CO.

The wreck of the s.s. *Sorogon*, which has  
been advertised for sale by public auction, has  
since been withdrawn. Our report is obtained  
on indisputable authority that the wreck of the  
American steamer has been sold, by private  
contract, to the Hongkong and Whampoa  
Dock Co., Ltd., for the sum of \$4,300, which  
includes also the old boiler on shore.

The s.s. *Sorogon* was a Manila steamer  
undergoing repairs at Kowloon and sank off  
the shearings at the dockyard on Typhoon  
Day while awaiting the new boilers which had  
been built for her.

The vessel was owned by the firm of Messrs.  
Inchausti & Co., of Manila, whose local rep-  
resentatives are Messrs. Jorge & Co., of Zealand  
Street.

THE "S. P. HITCHCOCK"  
REFLOATED.

Good fortune seems to be following closely  
in the wake of the local Dock Company, for it  
is our pleasant duty to record another success  
to the credit of the Company in the raising of  
the large sailing vessel, the *S. P. Hitchcock*  
last night. Acting on instructions from the  
local agents of the owners, Messrs. Arnold  
Karberg & Co., the Dock people were actively  
engaged last week in the temporary patching  
up of the rents on the *Hitchcock* preparatory  
to pumping. The latter work was com-  
menced late last week, and at 10.30 o'clock  
last night during the high tide the *Hitch-  
cock* aided by the powerful pumps supplied  
by the Docks floated off without the least  
trouble. She had been lying against the Kow-  
loon Godown Co.'s scawall since the fateful  
morning of 18th Sept. The vessel was promptly  
taken in tow to Yaumati Bay off the Com-  
mopolitan Dock where she will be taken in for  
extensive repairs.

In the '80s the *S. P. Hitchcock* ranked  
among the fine clippers that have made record  
voyages. The ship made four passages from  
San Francisco to New York in 76 days, 100  
days, 101 days, and 108 days. These passages  
were made in the early '80s.

BECAUSE he failed to keep the books of his  
boarding-house in up-to-date order, Chan Su,  
the master of a boarding-house at No. 12,  
Sutherland Street, was served with a copy of a  
summons, issued by Detective-sergeant Grant,  
on the 20th instant, returnable to-day. The  
case was heard this forenoon, before Mr. F. A.  
Hazland. Defendant, it was alleged, had  
failed at the time to enter into his books the  
names, etc. of a number of emigrants who lived  
in his house and what port they had left for.  
He was fined \$50.

## SHIPPING AND MAILS.

MAILS DUE.

Indian (*Kumang*) 27th inst.  
American (*China*) 28th inst.  
French (*Tonkin*) 29th inst.  
Australian (*Eastern*) 2nd prox.  
Canadian (*Albanian*) 15th prox.

The French s.s. *Phryne* left Bangkok on 21st  
inst., for this port, and is due here on 26th inst.

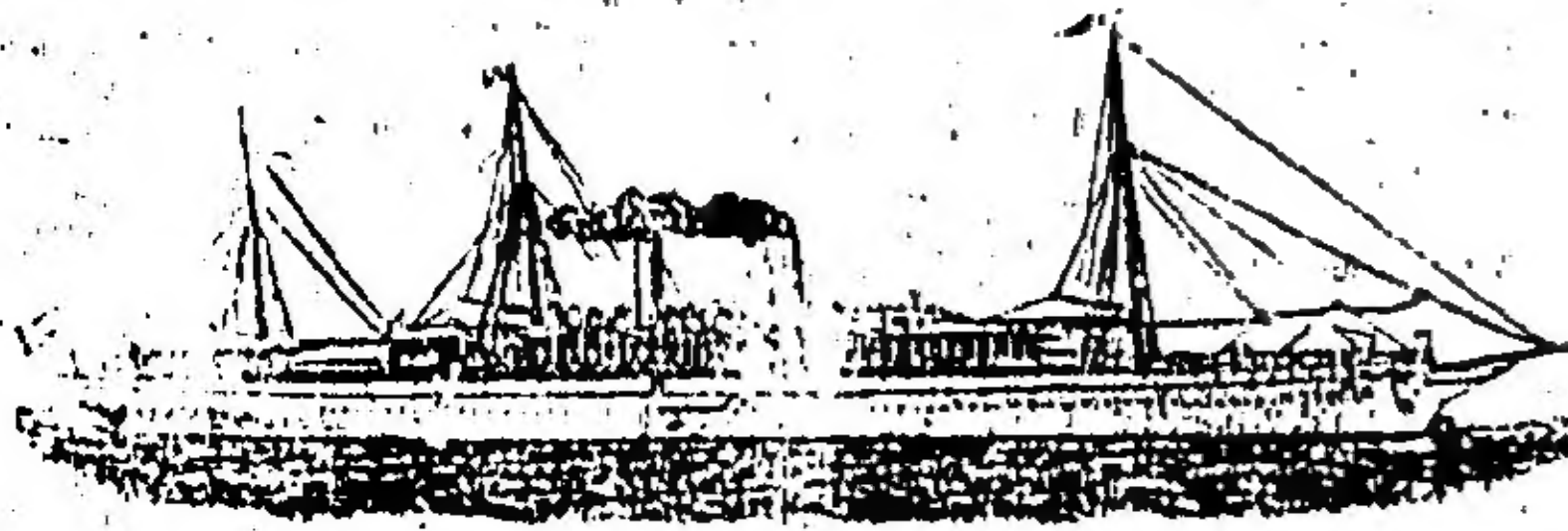






Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S.	Tons
"EMPEROR OF CHINA"	6,000
"EMPEROR OF INDIA"	6,000
"ATHENIAN"	3,881
"EMPEROR OF JAPAN"	6,000
"MONTEAGLE"	6,163
"TARTAR"	4,425

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOREA, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Patriotic "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 24 days, from YOKOHAMA, and 39 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. £42. R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to J. W. CRADDOCK, Acting General Agent, Corner Pender Street and Praya. [13]

INDO-CHINA STEAM NAVIGATION CO., LD.

For	Steamship	On
TIENSIN VIA SWATOW & CHEFOO, CHIPSING	"THURSDAY"	25th October, 4 P.M.
SINGAPORE, PENANG & CALCUTTA, NAUSANG	"SATURDAY"	27th October, 3 P.M.
MANILA	"YUENSANG"	SATURDAY, 27th October, 4 P.M.
SHANGHAI	"CHOYSANG"	SUNDAY, 28th October, Daylight.

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports. For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers. Hongkong, 23rd October, 1906. [6]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMSHIP	TO SAIL
SHANGHAI and CHI-KIANG	"HANGCHOW"	25th October,
CHEFOO, NEWCHWANG and TIENSIN	"LIANGCHOW"	25th "
SHANGHAI	"YUENHONG"	27th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	"TAIYUAN"	12th November.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. The Attention of Passengers is directed to the superior Accommodation offered by these steamers, which are fitted with Electric Light, and Unparalleled table. A duly qualified Surgeon is carried.

Taking Cargo and Passengers on through Rates for all New Zealand and other Australian Ports. For Freight or Passage, apply to

SWIRE, JACKSON & CO., Agents. Hongkong, 23rd October, 1906. [9]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—First-class Cabin—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 27th October, at Noon.
ZUBI	2540	R. Almond	"	SATURDAY, 3rd Nov., at Noon.

For Freight or Passage, apply to SHEWAN, TOMES & CO., GENERAL MANAGERS. Hongkong, 20th October, 1906. [7]

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"BRAEMAR"	20th November.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents, Hongkong, 16th October, 1906. [8]

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RIEMANN," "HAUSBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Amidsip, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years, available, through tickets to be had in London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBÉ, YOKOHAMA, TSINGTAU, CHEFOU AND TIENSIN VIA SHANGHAI.

RHENANIA	Capt. v. Hoff	1st November.
HOHENSTAUFEN	" Jaeger	2nd December.
SILESIA	" Bahle	2nd January.
SCANDIA	" v. Doehren	1st February.

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

HABSBURG	Capt. Filler	2nd November.
RHENANIA	" v. Hoff	14th December.
HOHENSTAUFEN	" Jaeger	11th January.
SILESIA	" Bahle	8th February.
SCANDIA	" v. Doehren	22nd March.
HABSBURG	" Filler	5th April.
RHENANIA	" v. Hoff	17th May.
HOHENSTAUFEN	" Jaeger	14th June.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR KOBÉ & YOKOHAMA.....SEGOVIA.....24th October.  
FOR SHANGHAI & CHINKIANG.....LYDIA.....25th Oct. 4 P.M.  
FOR SHANGHAI, KOBÉ & YOKOHAMA.....RHENANIA.....1st November.  
FOR SHANGHAI, KOBÉ & YOKOHAMA.....ANDALUSIA.....13th November.

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to Antwerp, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.

FOR HAVRE AND HAMBURG	HABSBURG	2nd Nov.
FOR ANTWERP AND HAMBURG	TEUTONIA	10th Nov.
FOR HAVRE, BREMEN AND HAMBURG	BRISGAVIA	16th Nov.
FOR HAVRE AND HAMBURG	SEGOVIA	20th Nov.
FOR HAVRE AND HAMBURG	SITHONIA	30th Nov.
FOR NAPLES, HAVRE, BREMEN & H'BURG.	RHENANIA	14th Dec.
FOR HAVRE AND HAMBURG	C. FERD. LAEISZ	22nd Dec.
FOR HAVRE AND HAMBURG	ANDALUSIA	28th Dec.
FOR NAPLES, HAVRE, BREMEN & H'BURG.	HOHENSTAUFEN	11th Jan.
FOR HAVRE AND HAMBURG	ALESIA	25th Jan.

Hongkong, 22nd October, 1906. [54]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EMPIRE."

Captain Helms, will be despatched for the above Ports, on SATURDAY, the 27th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried. N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 22nd October, 1906. [979]

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK. (With liberty to call at Malabar Coast).

THE Steamship "YEDDO."

Captain Cowley, will be despatched for the above Port, on or about the 13th November.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 3rd October, 1906. [975]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship "MERIONETHSHIRE."

will be despatched for the above Ports, on or about the 14th of November, and will be followed by the Steamship "FLINTSHIRE" on or about the 20th November.

For Freight and Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 16th October, 1906. [107]

TOVO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE; via JAPAN PORTS. Will be sent to VALPARAISO if sufficient inducement.

THE Steamship "KASATO MARU," 6,000 tons.

Captain W. E. C. S. Piller, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to K. MATSUDA, Manager, York Building, Hongkong, 4th October, 1906. [1848]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

SOLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates

largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. Each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road, Hongkong

SOME INDIAN TREES.

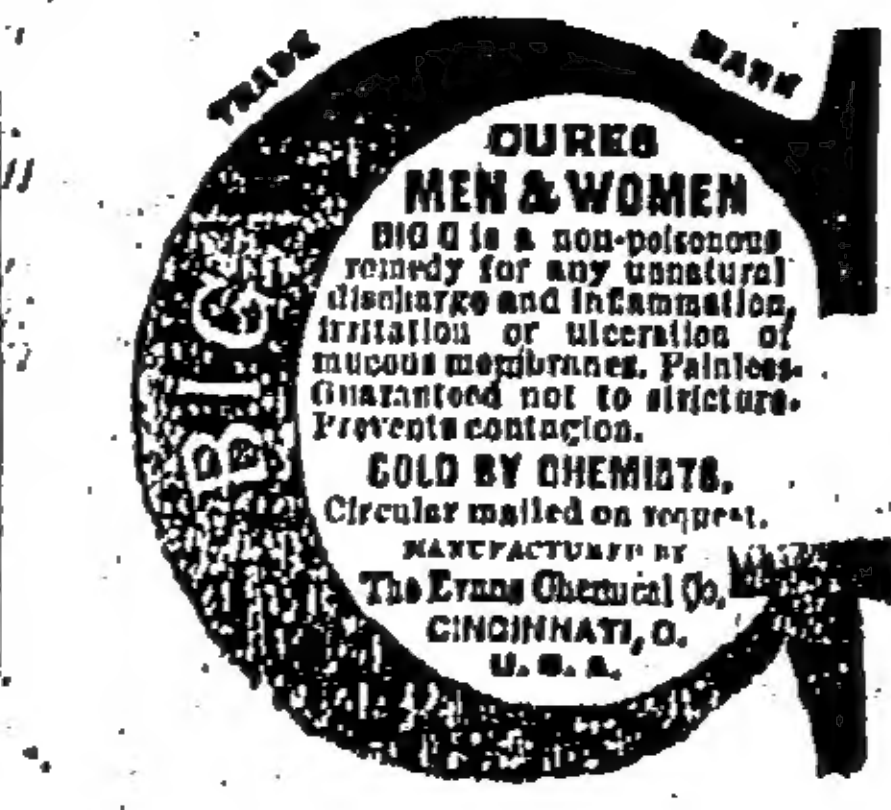
THEIR MANY ECONOMIC USES AND THE SACRED CHARACTER OF SOME.

A newcomer to India was once advised by an old resident to "get up the trees." This advice did not apply, as the recipient of it at first not unnaturally supposed, to an innocent and inexpensive form of athletic exercise, nor to the adoption of the habits of the savage tribes known as tree dwellers, but simply to the advisability of learning the names of the common trees of the country and of acquiring the power of recognizing them when seen. For one thing, it is by trees that travellers off the beaten track are expected to find their way. An Indian villager, be he ever so ignorant in other respects, is as familiar with the trees in his neighbourhood as a London policeman is with the streets on his beat. Instead of being told to take "three to the right and two to the left," you are directed to make straight for a big banyan whose crest is to be discerned on the horizon. Pass to the east of it and you will come to three palm trees; keep them on your right hand and pass between a tamarind and a mango, and you will hit upon a path that will take you straight to the village you are searching for. So familiar are the people with the tree that the writer has met a villager who, after he became blind, could identify any tree by feeling its leaves.

Then the economic importance of trees can only be realized by those who have lived among the villagers. The food supplied are not by any means limited to the fruits of commerce, and flowers, leaves, twigs and roots are largely used as well. The leaves of certain trees, plied together by twigs, serve as plates, or are fashioned into drinking cups. A great many domestic remedies, for man and beast, are also derived from the forest, and there is no doubt that some of them are efficacious. It is not very long since some of the hill and jungle tribes of India, like our first parents, clothed themselves with leaves, and it is said that it required a military expedition to induce some of the women in Orissa to discard this primitive dress in favour of cotton saris. A man will often make his house entirely from trees, plastered with a little mud, the roof being constructed of Palmyra palm leaves or others of a large size and firm texture. Dyes, tannin, ink, books, shoes, waterproof capes, gum, sealing wax, ropes—these are but a very few of the miscellaneous articles that are got from trees. No wonder the planting of a grove of trees ranks with digging a tank or sinking a well as a work of religious merit. If we were to include the bamboo and similar plants the list of manufactured articles would be endless; but the bamboo is a grass and not a tree. Even to mention the common trees of India would be a lengthy task, so we confine ourselves to the most familiar. Nearly all that are about to be mentioned are found either within the writer's compound or in its immediate neighbourhood.

First come the fig tribe: the banyan and his brothers. The banyan, the big brother of the family, is our very own—Ficus bengalensis. That true tree lover Oliver Wendell Holmes wrote that his tree wives were more numerous than Brigham Young's human ones. The ring with which he wedded them was a thirty foot measuring tape; with which he encircled them at the height of five feet above the ground. His first class trees were those whose branches at their widest circumference were more than a hundred feet. His favourites were elms; and he made some remarks about cherishing the hope of still having pleasure at the elm, even when youth was no longer on the brow. If merit goes by bulk no doubt the banyan comes first, and a circumference of twenty feet round the trunk could hardly be regarded as a mark of distinction in it. But it is often a parasite, a vampire, sucking the life blood of its victim and crushing it to death. Its fruit is eaten by the very poor, elephants greatly relish its leaves and branches, but its widespread, grateful shade is perhaps its most valued product. A much more handsome tree, more independent and self-respecting, is the pipal, the Ficus religiosa. It is the most sacred of the five trees regarded with veneration by the Hindus, the other four being the gular, the banyan, the paka and the mango. Brahma, Vishnu and Siva are all supposed to inhabit it, and no one can tell how many minor spirits as well, whose whisperings are supposed to be heard when the leaves, suspended by their long, slender stalks, flutter in the slightest breath of wind. If a man takes a pipal leaf in his hand and crushing it expresses a wish that the gods may so crush him if he is not telling the truth the oath is regarded as of the utmost sanctity. A pious Hindu will often take off his shoes when he comes to a pipal, and walk five times round it from left to right, repeating as he does so a verse which says: "The roots are Brahma, the bark Vishnu, the branches the Mahadeo. In the bark lives the Ganges, the leaves are the minor deities. Hail to thee, king of trees." The gular (Ficus glomerata), the bargad, which is another name for the banyan, and the paka (Ficus venosa) are all members of the fig tribe, the Levites of the forest. The gular yields a larger fruit than the banyan, and is a good deal used as a food. In the extremely hot weather of this year the writer found that mysterious holes were being dug by night round the roots of a large gular tree in his compound. On inquiring into the cause he found that the serpents were incising the roots to obtain the juice, which they said they drank to keep up their strength during the heat. There are more than a hundred species of the Ficus genus to be found in India; and 500 more elsewhere. Caoutchouc, or India rubber, is derived from the Ficus elastica; a somewhat similar milky juice exudes from the other species.

The first Bank Holiday was August 7th, 1871. If a chameleon becomes blind it no longer changes colour, but remains of a blackish hue. There are only nine firms in England which make a speciality of paper manufacture.









## MAILS.

MESSAGERIES  
MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, AUSTRALIA,  
ADEN, EGYPT, MARSEIL-  
LES, LONDON, HAVRE,  
BORDEAUX, MEDITERRANEAN AND BLACK  
SEA PORTS.

The S.S. "TOURANE,"  
Captain Lancelotti, will be despatched for MAR-  
SEILLES on TUESDAY, the 30th October,  
at 1 P.M.

Passage tickets and through Bills of Lading  
issued for above ports, and for Australia with  
prompt transhipment at Colombo.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—  
S.S. AUSTRALIEN ..... 13th November.  
S.S. TONKIN ..... 27th November.  
S.S. ERNEST SIMONS ..... 11th December.  
S.S. POLYNESIE ..... 25th December.  
S.S. CALEDONIE ..... 8th January.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 17th October, 1906.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT, MEDITER-  
RANEAN PORTS, PLYMOUTH  
AND LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"

Captain C. D. Goldsmith, carrying His  
Majesty's Mails, will be despatched from this for  
BOMBAY, on SATURDAY, the 3rd Novem-  
ber, at Noon, taking Passengers and Cargo for  
the above Ports in connection with the Com-  
pany's S.S. Britannia, 6,525 tons, from Colombo.  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,  
and Teel for London (under arrangement)  
will be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London, other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. Egypt  
due in London on the 15th December, 1906.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 20th October, 1906.

NORTHERN PACIFIC LINE.  
BOSTON STEAMSHIP COMPANY.  
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Shawmut	9,606	E. V. Roberts	24th Oct.
Tremont	9,606	T. P. Garlick	20th Nov.
Platades	3,753	F. G. Purinton	—
Lyra	4,417	G. V. Williams	—

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. Shawmut and Tremont  
are fitted with very superior accommodation for  
first and second class passengers. The  
largest size of these vessels ensures steadiness  
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to—

DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 4th October, 1906.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,  
VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About  
"SHIMOSA" ..... 2nd November.  
"GHAZEE" ..... 24th November.

For Freight and further information, apply  
to

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 12th October, 1906.

## AN APPEAL.

THE SUPERIORESS OF THE ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Can-  
dles, Dresses, and all kinds of Embroidery,  
Materials can be supplied, if required.

The Superioress will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Four Schools,  
who are taught by the Sisters.

Hongkong, 22nd April, 1897.

## Intimations.

## CUTLER, PALMER &amp; CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY	\$22.50
"	20.00
"	16.75
WHISKY, PALL MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

## ACHEE &amp; CO.

ESTABLISHED 1859.

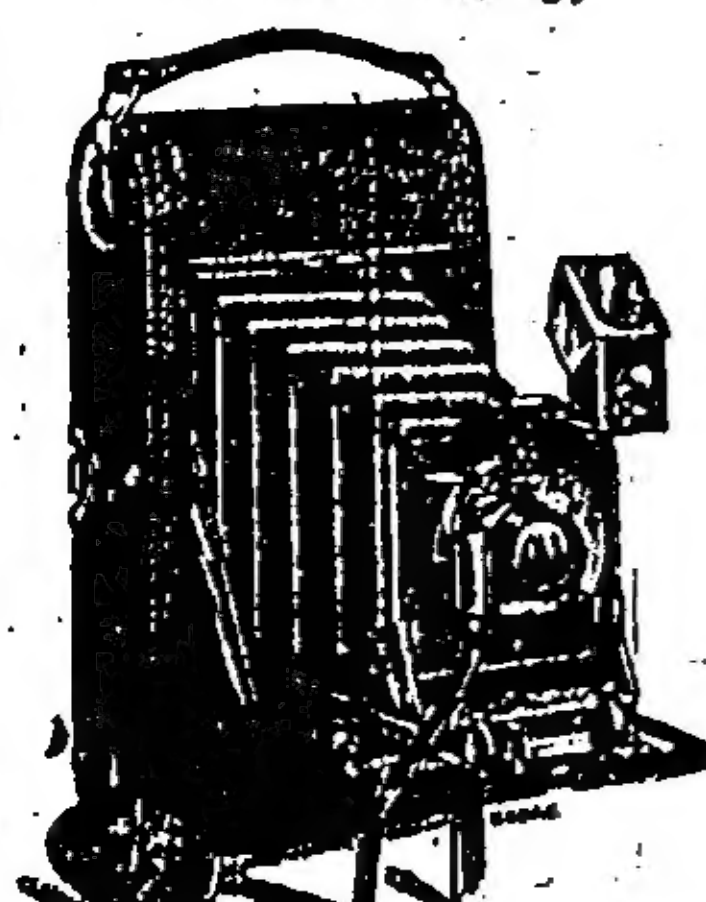
## FURNITURE,

GENERAL HOUSEHOLD

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Telephone 256.



## DEPOT

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.  
Hongkong, 16th May, 1907.

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$10,250,000 \$210,000	\$1,712,472	{ £1.15/- @ Ex. 2 1/4 = \$16.47 for first half- year 1906	{ \$810 buyers London £95.10
National Bank of China, Limited	99,925	£7	£6	{ £12,731 \$150,000	\$74,099	\$2 (London 3/6) for 1903	\$47 buyers
MARINE INSURANCES.							
Tanton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,675,000 \$20,000	\$233,658	\$20 for 1905	6 1/2 % \$500 ex div.
North China Insurance Company, Limited	10,000	£15	£5	{ £100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 % Tls. 8 1/2 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$20,000 \$231,131 \$1,153,844 \$500,000 \$800,000 \$61,778 \$15,527 \$1,000,000	\$2,702,271	Interim div. of 1/30 for 1905	4 1/2 % \$775 sellers
Yangtze Insurance Association, Limited	5,000	\$100	\$60	{ \$1,000,000 \$20,000 \$1,000,000	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 % \$175 sellers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$20,000 \$1,000,000	\$344,058	\$6 for 1904	6 1/2 % \$95
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$20,000 \$1,120,928	\$422,618	\$25 for 1904	7 1/2 % \$330
SHIPPING.							
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$6,000 \$20,000 \$20,000	\$6,563	\$1 1/2 for 1905	6 1/2 % \$23
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$250,000 \$500,000 \$144,386 £120,000 £280,000	Nil.	\$2 1/2 for year ended 30.6.1906	6 % \$42
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	{ \$144,386 £120,000 £280,000	\$5,464	\$1 for 1st half-year 1906	7 1/2 % \$56
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	{ £280,000 £3,000 £283,000	£2,452	10/- @ ex. 2 1/2 9/16 = \$1.69	6 1/2 % \$73 sellers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 20,000 Tls. 400,000 Tls. 420,000	Tls. 23,156	{ Interim div. of Tls. 2 1/2 Interim div. of Tls. 1 1/2	{ Tls. 56 sales Tls. 101 buyers 29/6 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £4,144 \$65,000 \$32,917	£207,815	{ \$1.50/- for year ending 30.4.1906 \$0.75/-	{ 5 1/2 % \$29 3 1/2 % \$20
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200	\$218	Interim div. of Tls. 2 account 1906	8 % T. Tls. 50 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 13,913	Final of \$15 making \$25 for 1905	16 1/2 % \$350
REFINERIES.							
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$80,000 \$80,000 \$80,000	\$140,914	\$3 for 1897	\$22 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none Tls. 100,000	\$132,588	Tls. 2 1/2 for year ending 30.9.04	Tls. 84 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ none Tls. 100,000	Tls. 3,723	—	—
MINING.							
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £80,000 £6,000 £86,000	£13,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06	7 % Tls. 10 sellers
Consolidated Mining Company, Limited	100,000	G \$10	G \$10	{ none £18,170	G \$90,050	Final of 50 cents making G \$1 for 1905	7 % G. \$14
Amb Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873	£8,745	No. 12 of 1/- = 48 cents	5 1/2 % \$9 1/2 sellers
DOCKS, WHARVES & GODOWNS.							
Feenick (Gen.) & Co., Limited	18,000	\$25	\$25	{ \$70,000 \$70,000 \$70,000	\$8,915	\$2 for 1905	5 1/2 % \$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$50,000 \$50,000 \$50,000	\$30,040	\$2 1/2 for a/c 1906	6 1/2 % \$91
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$49,500 \$49,500 \$49,500	\$392,087	\$6 for first half-year ending 30.6.06	8 % \$123.25 & b.
New Amoy Dock Company, Limited	10,000	\$60	\$60	{ \$88,000 Tls. 100,000 Tls. 100,000	\$2,221	\$1 for 1905	5 1/2 % \$17 1/2
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 487,210 Tls. 512,790	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 % Tls. 105 sales
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ Tls. 32,000 Tls. 32,000 Tls. 32,000	Tls. 57,065	Interim div. of Tls. 8 on account 1906	6 % Tls. 23 1/2 sales
Whampoa Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 30,000 Tls. 30,000 Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 1/2 % Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none \$30,000	none	First year	10 1/2 % Tls. 102
Star House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$30,000 \$30,000 \$30,000	\$8,418	\$3 for year ended 30.6.1906	10 1/2 % \$28 1/2 sales
Central Stores, Limited	6,000	\$15	\$15	{ none \$15,000	—	\$2.40 on \$12 for 1905	13 1/2 % \$18 buyers
Do. (new issue)	24,000	\$15	\$15	{ none \$15,000	\$4,719	7 % on \$7 1/2 for 1905	—
Do. (Founders')	123	\$15	\$15	{ \$648,975 \$19,075 \$668,050	\$10,057	None	—
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$60,000 \$60,000 \$60,000	\$10,057	\$5 for first half-year for 1906	8 1/2 % \$175
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$100,000 Tls. 25 Tls. 25	\$15,935	Interim div. of \$3 1/2 account 1906	6 1/2 % \$108 sales
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 22,500 Tls. 22,500 Tls. 22,500	Tls. 4,699	Final of 6 % = 10 % for 1905	16 1/2 % Tls. 15 buyers
Hotel Metropole Company, Limited	7,000	\$100	\$100	{ none \$100,000	—	Final of \$6 making \$10	11 % \$11 1/2 sales
Empire Estate & Finance Company, Limited	100,000	\$10	\$10	{ \$50,000 \$50,000 \$50,000	\$5,070	80 cents for 1905	7 % \$11 1/2 sales
Fowles Land and Building Company, Limited	6,000	\$50	\$50	{ none \$50,000	—	\$2 1/2 for 1905	6 1/2 % \$39
Shanghai Land Investment Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 869,493 Tls. 70,000 Tls. 939,493	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 % Tls. 97 buyers
Do. (new issue)	26,000	Tls. 50	Tls. 50	{ Tls. 70,000 Tls. 70,000 Tls. 70,000	—	Interim div. of \$2 account 1906	8 % Tls. 55
West Point Building Company, Limited	12,500	\$50	\$50	{ none \$50,000	—	—	—
COTTON MILLS.							
Fwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 45,939 Tls. 45,939 Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 % Tls. 75 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	\$21,660	\$1 1/2 for the year ending 31.7.06	9 1/2 % \$13
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 18,718	1 % a/c 1898	—
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none Tls. 30,760	Tls. 30,760	Tls. 8 for 1905	9 1/2 % Tls. 83 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 18,456 Tls. 18,456 Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	7 1/2 % Tls. 325 buyers
MISCELLANEOUS.							
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none \$100,000	\$1,066	\$7 for 1905	7 1/2 % \$100 buyers
Bel's Asbestos Eastern Agency, Limited	8,004	12/6	12/6	{ \$814 \$814 \$814	—	1 1/2 per share for 1905	8 1/2 % \$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$10,000 \$10,000 \$10,000	\$1,097	\$3 for 1905	9 1/2 % \$32
China-Borneo Company, Limited	10,000	\$12	\$12	{ none \$12,000	—	\$1 for 1904	—
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 Tls. 50,000 Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	15 1/2 % Tls. 64 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ none \$10,000	\$1,219	60 cents for year ended 28.2.06	6 % \$10 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$8,000 \$8,000 \$8,000	\$1,581	80 cents for 1905	8 1/2 % \$9.50 sellers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$25,000 \$25,000 \$25,000	\$2,864	\$1.20 for year ending 31.7.1905	7 % \$17
Green Island Cement Company, Limited	200,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	\$2,291	Int. div. of 75 cents for 1-year ended 30.6.06	10 1/2 % \$19
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$186,000 \$186,000 \$186,000	\$20,893	\$2 1/2 for year ending 28.2.05	10 1/2 % \$25 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none \$10,000	\$2,568	{ \$1.00 65 cents } for 10 months ending 28.2.06	8 % \$14 1/2 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$60,000 \$60,000 \$60,000	\$2,796	Int. div. of \$20 for 10 months ending 18.10.05	10 1/2 % \$25 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$80,000 \$80,000 \$80,000	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	8 % \$26
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$50,000 \$50,000 \$50,000	\$5,813	\$9 for 1905 on 5 shares	7 1/2 % \$24
Hongkong Steam Waterboat Company, Limited	45,000	\$10	\$10	{ \$5,500 \$5,500 \$5,500	\$88	Final of 50 cents making \$1 for the year	13 1/2 % \$7 1/2 buyers
Maatschappij tot Mijl. Bosch en Landbouwe- xploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,693 none	Tls. 10,374	{ Third interim div. of Tls. 7 1/2 making Tls. 22 1/2 so far a/c yr. ended 31.10.06	9 1/2 % Tls. 25 1/2 sales
Philippine Company, Limited	67,500	\$10	\$10	{ none \$10,000	Dr. P. 34,374	None	—
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 165,000 Tls. 165,000 Tls. 165,000	Tls. 11,017	{ Interim dividend of Tls. 3 1/2 account 1906	6 1/2 % Tls. 155 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 37,000 Tls. 8,000	Tls. 9,751	Tls. 6 for 1904	12 1/2 % Tls. 49 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 24,820 Tls. 24,820 Tls. 25,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 % Tls. 135
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 190,000 Tls. 190,000 Tls. 190,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 1/2 % Tls. 93 sellers
Shanghai Waterworks Company, Limited	{ 8,175 7,200 6,000 20,000	{ £20 £20 £25 £5	{ £20 £20 £25 £5	{ Tls. 190,000 Tls. 190,000 Tls. 190,000 Tls. 190,000	{ Tls. 85,592 Dr. \$41,934 \$1,134	{ Interim div. of 15/- for 1-year 1906 Interim div. of 5/- for 1-year 1906 None 50 cents for year ended 31.5.05	{ Tls. 305 sellers Tls. 315 sellers \$22 buyers \$6
South China Mining Post, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year ending 1905/6	7 1/2 % Tls. 105 sellers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$4	{ Tls. 4,000 \$25,000	\$752	{ 70 cents \$0.90 } for year ended 31.5.1906	{ 8 1/2 % \$8 6 1/2 % \$150
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$100,000 \$25,000	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 % \$12 1/2 buyers
William Powell, Limited	15,000	\$10	\$10	{ \$45,000	\$182	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 % \$8
DIVIDENDS PAYABLE:—							
Chinese Engineering and Mining Co.						11/-	November 2nd